



Official and Classified ADVERTISEMENTS

Continued from Page 47

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THE FIRST six-figure grossing at a British port was made in Hull last week. This followed a landing by the 941-ton Icelandic trawler *Juni* when she put ashore a catch of 3,505 kits which earned £103,125. The previous record had been the £88,540 set by the Icelandic vessel *Ogri* when she landed 2,672 kits at Grimsby in 1976.

Staggering though this latest performance was, it still falls short of the £116,000 catch put ashore by *Ogri* in Germany last year.

The nearest approach of a British-owned trawler to the latest record was by *Wilmington's* Hull-based *C.S. Forester*. In April she arrived back from a 23-day trip to the Norwegian coast/farther Sea with 1,049 kits and made £52,406.

The landing of *Juni* in Hull last week was her first at the port and her very high gunwale, bulwarks and lofty mast caused some problems.

In normal circumstances the discharge could have started at midnight, but it was not until three hours later that arrangements for a combined basket and

mechanical method could be completed and unloading got underway.

"The bobbars worked extremely hard", a spokesman for *Juni's* Thursday.

agents Boyd Line said. There was a turnout of 1,200 kits for the Wednesday market, followed by the rest of the landing on Thursday.

Juni — giant catch of Icelandic fish tops British record. Average prices per 10-stone kit for the catch, all of which met with a very ready demand, were: £43 haddock (139 kits); £21.09; rockfish (85 kits); codstuffs £32.11; codley £18.21; ling (5 kits) (1,019 kits) £21.85; £19.80; and monkfish halibut (two kits) £55; (seven kits) £30.71.

NO IMMEDIATE BAN ON HERRING says Silkin

MPs EXPECTING to hear details of the British Government's unilateral conservation measures to be put into effect almost immediately as a result of yet another failure to reach agreement within the EEC were disappointed last week.

Westminster presented a fairly united front in face of the failure of other EEC ministers to move towards the British position when Mr. Silkin reported on the failure of the Luxembourg talks.

However, Tory shadow minister John Poyton had expected Mr. Silkin to come armed with unilateral conservation measures for immediate operation.

Mr. Silkin pointed out that he had to go through the process of submitting those proposals to the European Commission before they were announced and implemented. He had begun the process by submitting his proposals, as he made clear during questioning. The proposals could be put into effect even if the Commission did not approve them.

The proposals are expected to include a ban on herring fishing off the north-west coast of Scotland; restrictions on net sizes and the number of nets taken on a voyage; and an extension of the post box in the North Sea.

Although he could not disclose even so much detail as that, Mr. Silkin was faced with some demands that he recognise the special needs of communities entirely dependent on fishing for a living.

Alick Buchanan-Smith (Con. North Angus and Mearns) said measures like the herring ban would divert effort elsewhere. A comprehensive scheme of conservation was needed to take account of the repercussions of individual measures dealing with conservation of fishing in terms of species and areas round the coast.

In reply, Mr. Silkin set out the guidelines to which he turned to page 73

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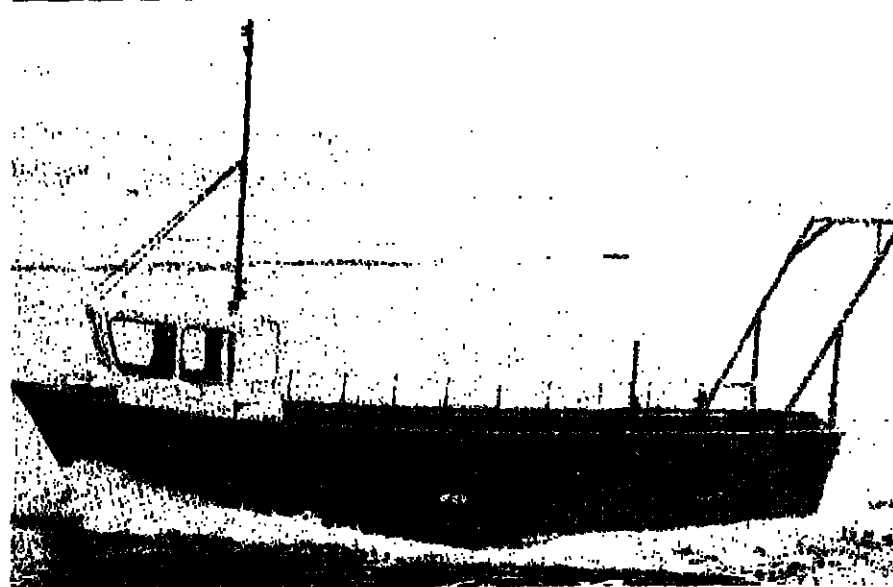


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We'll be tough-Tories

A CONSERVATIVE victory in a general election would not mean a softer British line on fishing.

That was the message of a statement issued through the Conservative Central Office machine by John Corrie, MP for North Ayrshire and Bute, who is a member of the European Parliament agriculture committee which also covers fishing.

Mr. Corrie, who has been a rapporteur for the European Committee, issued his statement shortly after the breakdown of talks in the Council of Ministers.

Herring

He said: "Our European partners should fully understand that the Conservative party would take an equally strong stand in support of our fishing industry, and that there would be no sell-out from our side."

He indicated full support for unilateral conservation measures and urged immediate protection for west Scotland herring during the imminent spawning period. He also urged an extension of the port box.

Thatcher promises 'square deal'

IF NO agreement is reached on an EEC fisheries policy "we believe we must act on our own without further delay", said Opposition leader Margaret Thatcher at Yarmouth last week.

She was at the port to christen the new 88ft. Lowestoft trawler *Boston Sea Stallion*.

Speaking at a lunch after the launch on Wednesday last week, she said the Conservatives and the country as a whole were determined to ensure that British fishermen got a square deal.

But any agreement must reflect the special position of our fishermen and the special contribution of British waters.

It must also take into account the way many of Britain's traditional fishing grounds had been cut back by other countries "arbitrarily extending their own territorial waters".

This made the preservation of British home waters a vital matter. "Yet it is ironic that, just as we rely more on home waters, new and more total methods operated with greed and carelessness of the needs of tomorrow have threatened the very future of the stocks in those waters," she said.

The East Anglian fishing industry had set an example to the rest of the fishing world by its pattern of conservation methods - Lowestoft has just increased its white fish mesh size to 80 mm and the minimum plaice size to 13in., both voluntarily.

Mrs. Thatcher said that



Boston Sea Stallion splashes in to end Boston's present Lowestoft fleet replacement programme.

Conservatives believed similar measures should be imposed without discrimination if fish stocks, and the livelihood of our fishermen, were to be secured.

Her call for unilateral action was backed by Neil Parkes, deputy chairman of Boston Deep Sea Fisheries, after she had launched *Boston Sea Stallion*, the last of four stern trawlers built at the Southtown, Yarmouth yard of Richards Ship-

builders.

Other speakers included yard chairman, James Fairrie; Earl Jellicoe, chairman of Tate and Lyle, Richards' parent company; and Sir Basil Parkes, chairman of Boston Deep Sea Fisheries.

When the current series of trawlers is completed by Richards, Boston will have invested \$8 m. at Lowestoft in three years, said Mr. Parkes.

But, while this represented

a considerable investment in a period of great uncertainty, if the industry's call for a 50-mile exclusive limit was adopted, it would create as many problems for Lowestoft as it solved.

Those problems would be short-term, he said, and one would arise because more than half Lowestoft's annual plaice catch is taken in Danish and Norwegian sectors of the North Sea.

If Britain made an ex-

French looking at Peterhead

PETERHEAD'S first class harbour and marketing facilities are attracting the attention of continental fishermen.

Peterhead Harbour Trustees have received a communication from Le Garrec Company of Boulogne enquiring about the port. It is interested in what Peterhead had to offer when landing catches. It wants details of marketing and the facilities for vessels taking on fuel, stores and needing repairs.

Trustees chairman, John D. Buchan, said he was pleased to see a French firm showing interest, as they were preparing to cater for an increased fleet as a result of the coming market extensions.

Keen interest by visiting continental firms was shown in the port's display at the Catch '78 fisheries show.

French trawlers had been landing at Fleetwood, but they have left the port for their home summer season and there is a possibility of some boats opting to land at Peterhead.

Extensions to the existing market at Peterhead are due to start in August and be completed by March 1979. This will give a floor area for over 6,000 boxes at one sale.



James Buchan, the harbour collector, dealt with many enquiries at the Catch '78 show.

COMMENT

THE RED LIFELINE

ONE OF THE ironies of the EEC situation is that the complete breakdown of talks in Luxembourg last week provides the only real chance to impose meaningful conservation measures.

If agreement had emerged, it would surely have meant a compromise being reached which might have pacified the conflicting views of member states, but would have done little for the debilitated state of fish stocks.

Minister John Silkin has already stated what action he will be taking and high on the list is a shut-down on west coast herring. What this is going to mean is a transfer of fishing power to mackerel on an even higher level than last year.

In anticipation of this move, Eastern bloc fleets are already gearing up for another large-scale transhipping operation off Scotland this summer, before moving down to the south-west later on.

Now the first full season of transhipping has been completed, it is interesting to see what impact the factory ships made.

From May 1978-79 around 110,000 tonnes of mackerel was transhipped off Cornwall and Scotland, out of a total catch of 223,000 tonnes. These figures show that the factory ships provide a lifeline for the British fleet which we cannot afford to lose. At the same time, the mackerel being whisked off to the Eastern Europe helps to keep the prices up on the Western European market, which would otherwise end up being flooded.

With the House of Commons supposedly stalled behind Mr. Silkin's proposed action on conservation measures, those few MPs who regularly get to the feet to knock the Eastern bloc operation should remember that every out-back on fishing will strengthen the ties with the Red Fleet.

We have no doubts about the value of the transhipping operation as long as a watchful eye is kept on the state of the mackerel stocks.

clusive 50-mile limit round her own shores, those grounds might be denied us.

Completion of the present series would not be the end of Boston's replacement programme.

New investment was held back by the lack of a common fisheries policy and restraint by the Government on substantial new building. The fishing industry was prepared to wait for a satisfactory deal and was united in supporting the resolute stand of the Minister, John Silkin.

But the industry was unlikely to drop its 50-mile claim until offered an acceptable alternative deal meeting the 50 per cent contribution to fishery resources the UK made to the EEC, said Mr. Parkes.

The EEC proposals on conservation, control and enforcement were "very weak" and in practice would be observed only by Britain, he believed.

He added: "This all sounds very depressing, but we have in fact the utmost confidence in the future of the UK industry."

Boston Sea Stallion is a development of the *Boston Sea Knight*-type and has an overall length of 86ft, moulded breadth, 25ft, 6in. and moulded depth, 12ft, 6in.

The boat is equipped with refrigerated seawater tanks cooled by Bolsona plant, and also, a normal fish hold.

She is equipped with low pressure hydraulics to power the split trawl winches and net drum. A Synco 1010 system helps to automate the fishing operation.

Main power unit is a 700 bhp Mirreless Blackstone diesel and she has sonar and net hauler for mid-water fishing.

Boston Sea Stallion is expected to head straight for the south-west mackerel when completed in October. After a season transhipping to Eastern bloc ships, she will return home to join in the plaice fishery.

BULGARIANS COMING TO STORNOWAY

Mackerel klondyke operation

BULGARIAN factory ships will be out in force off the west coast of Scotland this summer.

Stornoway pier and harbour commission has approved an application by a Bulgarian company for mackerel klondyke operations at anchorages within Stornoway harbour from August to October.

The commission has

welcomed the application by Balkan and Black Sea Shipping Co. Ltd. of Bulgaria to accommodate fish factory vessels.

They intend to bring six to nine vessels, each of 2,500 gross tons, to suitable anchorages in the north Minch for the purpose of buying mackerel from the fishing fleet.

The vessels will discharge their catch into the Bulgarian vessels where it will be frozen. When a sufficient amount of frozen fish is available another vessel will load this cargo for shipment to Bulgaria.

The vessels normally have a crew of 50 to 60 each. It is expected that three vessels could be accommodated at Stornoway, while the others will probably be based at Ullapool where a similar

operation was carried out last year.

The commission also approved plans for an extension to Scottish Seafood's premises at Goat Island, Stornoway, which will include a cold store, blast freezer and an additional production area which will enable the firm to increase staffing by 30 per cent. At present it employs 35 people.

... get your licence

THE DISTRICT Inspector of Fisheries at Milford Haven, Victor Loes, fears that many boat owners may soon be breaking the law by fishing for mackerel without a licence.

Since last September it is a statutory requirement that all craft registered for fishing must hold a licence when mackerel fishing.

Any owner catching mackerel for profit is required under a 1927 Act to register his vessel.

Licences for mackerel boats are issued free, the only requirements being monthly returns of catches - "I'm afraid that within the next few weeks the owners of up to 150 boats around the coast of Wales may be breaking the law through ignorance," said Mr. Loes, to whom applications for the new licences should be addressed: c/o The Fisheries Office, The Dock, Milford Haven.

Fined pursers - test case

THE SKIPPERS of two Scottish boats to seek a High Court ruling on the definition of "fishing".

This was revealed after one of the men was ordered to pay a total of £1,000 by magistrates in Plymouth for allegedly fishing within three miles of the Devon coast.

The man convicted was Jim Duncan of Morning Star from Peterhead. His partner, John West, skippers the Peterhead seiner, *Flowing Tide*.

After the court case, Mr. West said it was vital that Scottish skippers should obtain a ruling from the High Court as to the precise definition of "fishing".

Mr. Duncan claimed that his boat had drifted helplessly until the catch is aboard. It can take 20 hours to bring it in." He said that Mr. Duncan, like other Scottish skippers before him, had shot his net well outside the limits and had then been powerless to stop the drift towards shore.

"We are law-abiding citizens," said Mr. West. "We don't come down here with our sophisticated ships deliberately wanting to violate any by-laws. We are being prosecuted by various magistrates who have no clear definition of fishing."

Mr. West said that two other Scottish skippers - David Alexander of *Coronella* and Bert Andrews of *Pathfinder* - were also planning an appeal to the High Court on the same issue.

Both Mr. Duncan and Mr. West have time to pursue their case at present - their boats are in Holland being refitted ready for the next mackerel season.

fishing news

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Circulation: Ann Dunsford
75-77 Ashgrove Road, Ashley Dale, Bristol BS7 9LW.
Tel: 0272 425711
Published weekly
Postal subscription rate: 28 per annum 28.00 overseas

Registered as a newspaper at the Post Office.

110 FLEET STREET, LONDON EC4A 3JL
Tel: 01-453-8961, Telex: 31877



THE 70-FT. Ulster drifter *Incentive* from Kilkeel lies abandoned on the rocks at the Calf of Man.

She has been there since being driven around the previous week.

Jointly-owned by Ulsterman, Harry McGuinness and a Northern Ireland shipping company, *Incentive* was lost on passage between Whitehaven and her home port. Her skipper and crew of five were all saved.

The grounding happened in the early hours of the morning at the southern side of the Calf, a tiny island at the tip of Man's southern-most point.

Coastguards alerted the lifeboat station at

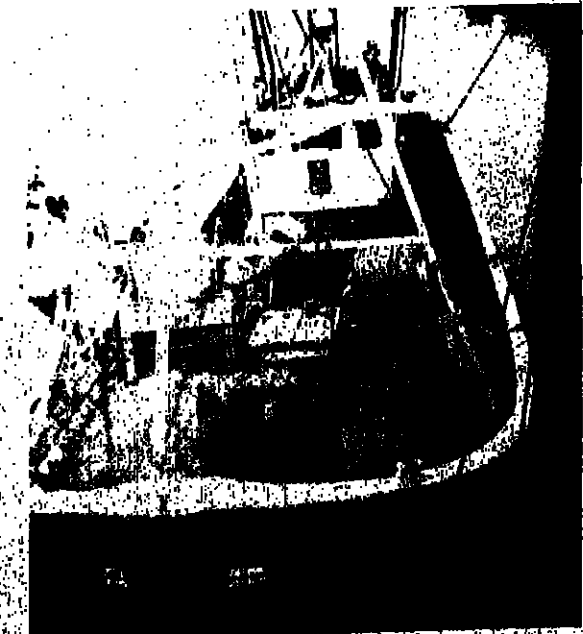
Write-off

nearby Port Erin, and they reached the stricken vessel 40 minutes after launch. A line was secured and the lifeboat attempted to drag the drifter off the rocks.

They were unsuccessful, and the six men aboard were eventually taken off and brought in to Port Erin.

Examinations made later revealed that *Incentive* had been badly holed, and she has now been written off.

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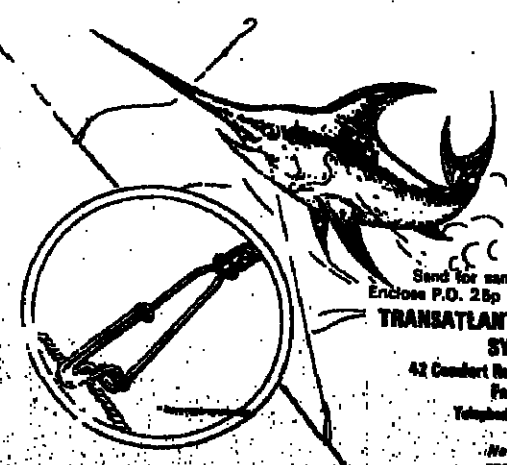


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How shipping will
open at Plymouth Daily

Seiner ends on a record

THE 86FT. Scottish
seine netter *Juneve IV*
has rounded off her ex-
perimental fishing con-
tract for the Canadian
Government in record-
breaking style.

Skipper William
Strachan of Peterhead
has outstripped
traditional Canadian
trawlers up to 160ft. on
his final trip working
from Newfoundland.

On June 21 at Harbour
Grace, Newfoundland,
Juneve IV landed 1,450
boxes of fish for six days'
fishing. It took 21 hauls in
55-60 fathoms of water
using up to 17 coils of rope
per side.

The catch consisted of
1,000 boxes of flounders

Bonanza trip off Canada

and 200 boxes of
greysole, with the
remainder being made-up
of skate, cod, haddock
and halibut.

The catch rates es-
tablished by *Juneve IV*
during this trip surpassed
that of Canadian stern
trawlers in the 150ft. to
160ft. range operating in
the same area.

On a previous trip off
the north-east coast of
Newfoundland (*Fishing*

News, June 16) *Juneve IV*
located wide areas of
good seine net bottom in
depths ranging from 250
fathoms to 280 fathoms.

In one haul, using 17
coils of rope per side in
270 fathoms of water, the
vessel netted 30 boxes of
fish (mainly turbot).
Because of the poor catch
rates it was decided to
leave this area and con-
centrate on the south-
west edge of the Grand
Banks.

Juneve IV's success has
generated considerable
interest within the Cana-
dian fishing industry and
has pioneered the way for
the future development of
an offshore seine net
fishery off eastern
Canada.



Northern Gift

£50,463 'GIFT'

BRITISH United
Trawlers clocked-up its
best trip so far this year
at Grimsby last week
when the distant water
trawler *Northern Gift* (Sk.
Ray Pepper) hit a £50,463
grossing.

Back from a 24-day
Barents Sea trip — only her
third since Christmas —
Northern Gift landed 1,896
kits, nearly all cod and cod-
ling, on one of the best Mon-
day markets in weeks.

Later in the week her
sister-ship *Northern Reward*
(Sk. Wally Harris), on her se-
cond outing this year, made
£39,840 from 1,581 kits, again
mainly codstuffs, after an
identical trip.

Sandwiched between the

two BUT vessels was a
£42,943 grossing by Boston's
Belgaum (Skipper Frank
Gray) after a 26-day Barents
Sea trip. This was also almost
entirely codstuffs.

BUT again came good in
the middle water section
when *Ross Kipling* (Sk. John
Roberts) landed 1,060 kits,
including over 130 of had-
dock, 710 of codstuffs, 40 of
skate and three of 'inks'
(squid), from a useful 17-day
voyage to the Rockall
grounds. She headed this sec-
tion on £32,498.

With the Westerly fishing
so indifferent, most of the
middle water trawlers fishing
off Scotland favoured the
North Sea side. Even so,
catches were mostly low and

it must be very disheartening
for owners struggling to keep
vessels fishing, and fishermen
in employment, when the
returns are so bad.

Ross Kashmir had a
broken trip disaster of £1,949
for 63 kits after 14 days.

Consols' top-earning
anchor-seiner *Christiansborg*
(Sk. Verner Jensen) again
showed the rest of the seiners
the way with her best-ever
grossing of £13,853 from a
fine 422-kit cod trip.

Of a number of foreign lan-
dings, quite easily the best
came from the Hamling-
agent *Marbi* (O 33). The
Belgian beamer ended up
with £16,488 from 432 kits,
including some excellent
flats.

Quota 'too high'

SCOTTISH fishermen are
to put forward a
mackerel conservation
scheme to the government
this week.

Scottish Fishermen's
Organisation members held a
meeting at Aviemore and
decided that, if the govern-
ment closes the Minch to
herring fishermen, they
would ask for compensation.

SFO chief-executive, Jim
Lovie, said scientists had
been wrong in their herring
catch estimates.

"We don't believe what
they say about mackerel
stocks, so we are to operate
our own preservation scheme."

"We think the fishermen
know more about the stocks
than the scientists do."

"They (the scientists) have
assessed that there could be a
TAC of 440,000 tonnes, but
we think this is far too high."

The figure should be "a lot
lower".
The Scots fishermen are
determined that the rest of
Europe should know they are
serious about the proposals.

Mr. Lovie said there must
be compensation, a
moratorium on loans for
boats and a control on
building if the government
imposes a statutory ban on
Minch herring fishing.

The processing industry
could survive on Canadian
herring, said Mr. Lovie.

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The processing

How to catch dogfish

"WE SHOULD be grateful for any information you can send us about dogfish and how to catch them."

Four species of dogfish are found in British waters: the spiny, also known as the greater spotted, also known as the bull huss; the lesser spotted, also known as the huss; and the smooth hound dogfish. They are all sharks and the larger species grow to a length of up to five feet.

One stock of spur dogs winter on grounds in the south-western approaches and sections of it migrate up Channel and north along the east coast every summer. Other sections migrate northwards into the Irish Sea during the summer months.

Another stock of spur dogs

inhabits an area from the west coast of Scotland to the Norwegian coast and is exploited chiefly by Grimsby trawlers and Norwegian liners.

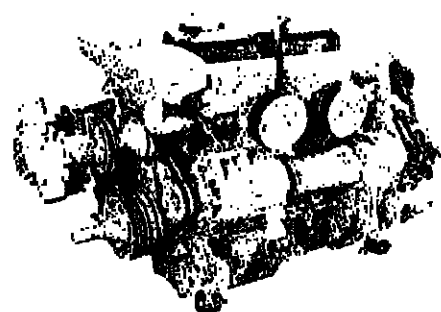
The trawlers work grounds to the north and west of Scotland at any time of year. The Norwegians work grounds around Shetland and Orkney during the summer.

Dogfish do not have swim bladders and therefore are individually poor echo targets. They often congregate — especially spur dogs — in very dense shoals and are then easy to detect with a fish-finding sonar.

Spur dogs — so called because they have a sharp spur or pike in front of each dorsal fin — do not spend all their time close to the bottom like the other species of dogfish but are to be found at all depths.

Greater spotted dogs are most frequently found over rocky bottom and are often caught on lines set for conger. Lesser spotted dogs are said to favour sandy bottom while smooth hounds may be found over sand, shell and even mud bottom.

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John Burgess' Log



Spur dogs are caught in big quantities in trawls but they and all other species of dogfish are generally captured with longlines.

Gill nets are sometimes set with the intention of catching them in Irish waters and they are often caught unintentionally in gill and trammel nets when they are robbing them of fish.

They can do an immense amount of damage to such nets when hunting in packs.

Dogs are said to prefer oily baits such as pieces of pickled mackerel or herring but you can catch them on handlines at a very fast rate with practically any type of bait when large numbers are around your boat.

They are such voracious feeders that they will sometimes swallow one bait and then swim along the line and take another as well.

If you decide to use longlines to catch them, it could pay you for a start to follow the practice of a highly skilled east coast fisherman

who uses fresh herring — having been touched.

"If we do not get out because of the weather, on the day following baiting, it is useless to shoot the lines. All the bait just comes in again untouched."

Angler or angel?

"CAN YOU tell us whether a Monkfish is otherwise known as an angler or an angel fish?"

The monkfish which is a member of the Squatinidae family is otherwise known as an angel of fiddler fish.

The angler fish (*Lophius piscatorius*) is sometimes called a monk or fiddler fish by those who fail to distinguish the lure attached to the free end of its long first dorsal ray — a lure which it uses to attract its prey in a way somewhat similar to that employed by an angler.

Working grig nets

"WE HAVE heard that grig nets are likely to prove more effective than fyke nets for catching silver eels on their way to sea in autumn and we would like to make some comparative trials with a few."

"Can you tell us precisely what grig nets are and what is the best way of working them?"

Grig nets are cylindrical and supported by hoops like fyke nets but, unlike the latter, are supported by three or four wood or metal braces lashed to the hoops outside the netting.

They are hybrids between fyke nets and cage traps and only on account of their form of construction but because they are intended to be baited.

The knotless nylon netting of a typical modern grig net is supported by four steel or plastic hoops about 11 in. in diameter with funnels between the entrance and second rings, and between the second and third rings.

The compartment between the third and fourth rings contains the bait. Overall length of such a net is about 40 in.

Method of working grig nets, recommended by a leading supplier of them, is to attach five of them to a 12 lb anchor by 5 ft lengths of 5/16 in. chain and lower the anchor where a river debouches into the sea.

The anchor should be attached to the conical end of the bait/holding compartment of each net so that the entrance hoop faces outward away from the anchor with the tidal stream. The anchor is, of course, buoyed.

You can get ready-to-use grig nets, made by Johannes Dahl in Skive, Denmark, from the B.M. Supply Co., Mill House, West Acre, King's Lynn, Norfolk, or they also sell kits for making them.

As you only want to experiment the most economical way of doing so is to buy sufficient components for five nets in kit form and make them yourself.

Heavy losses

THE South Devon crabbing fleet claims to have suffered up to £10,000 worth of damage to pots and other gear this year due to French trawlers.

They say the French ignore the "law of the sea."

Tom Jones, assistant secretary of the South Devon Shell Fishermen's Group and chairman of Devon Sea Fisheries Committee, warned this week crabbers could be put out of business.

The Fisheries Organization Society is urging Edward Bishop, Minister of State for MAFF, to speed up "trawling-free" zones.

LEWIS TO BUILD STERN-FISHER

WORK is expected to start soon at Aberdeen on building a 106ft. stern trawler for Scottish owners.

She will be built by John Wood Group Shiprepairing Ltd., which occupies the former premises of trawler building John Lewis & Sons Ltd., subject to final confirmation.

A £2,000,000 modernisation scheme has been carried out to convert the yard into a modern ship repair and

fabrication complex. Facilities include a 1,600-ton slipway, a 600-ton slipway and a fitting-out quay for alongside repairs.

The Secretary of State for Scotland, Bruce Millan MP, will perform the official opening ceremony for the modernised shipyard in Aberdeen on September 8.

Limited shipbuilding capacity will be maintained at the yard and the 76ft seiner-trawler *Castlewood* has just been completed for

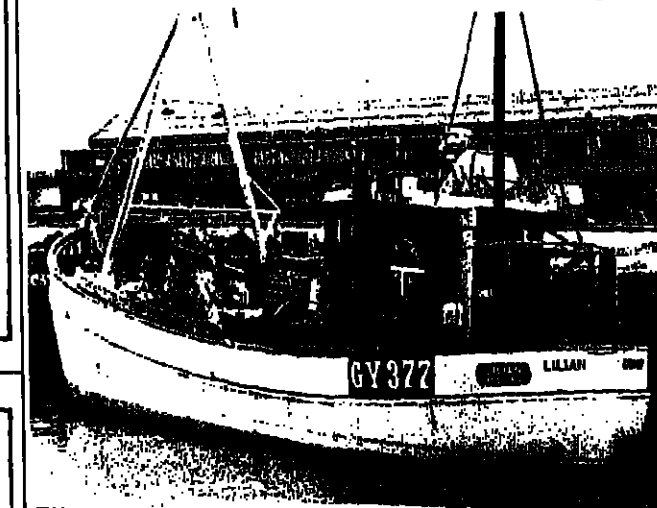
the Don Fishing Co. (Peterhead) Ltd.

As part of John Wood Group (Aberdeen) Ltd., the now complex has a wide range of back-up facilities.

Wrong lane

SKIPPER CHRIS Hamling of the Hull stern trawler *Arctic Raider* has been fined £50 for failing to comply with traffic rules in the Dover Strait. The offence took place on December 22 last year and he is to pay £1,000 costs. He said he misunderstood the meaning of the rules.

Owner makes it a trio



THE FORMER Esbjerg seiner-trawler *Lilian* has arrived in Grimsby where she is expected to be converted for inshore fishing.

The 38-ton wooden vessel has been bought for William Anderson of Cleethorpes, who already owns the inshore boats *Shepherd Lad* and *Shepherd Lass*.

Lilian is being operated through the United Seining Co. (Grimsby) Ltd. agency and has been re-registered as QY 377.

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South-west exhibition preview

SMALL FIRMS RUN THEIR OWN SHOW

THE South-West Fishing Gear and Equipment Exhibition being held at Lyme Regis, Dorset, from July 5 to 8 is a home-grown affair for the true inshoreman.

Firms in the south-west wanted another exhibition following the success of the first one held at Paignton, Devon. As the organisers of this show moved on to bigger things, the area's leading fishing industry figures have now banded together to fill the gap.

Net-maker Roy Gollop of Lyme Regis, Dorset, took the organisation on his shoulders and a new-style show has emerged. There will be no acres of canvas; the dozen or so exhibitors are being accommodated in a car park and showroom.

Seabourne Electronics has to have the largest display of marine electronic equipment in the south-west and is exhibiting a range of chart recorders, radio compasses, automatic pilots and radar.

As importers of American Wesmar scanning sonars, Seabourne will be representative of the Wesmar range and will be in operation. A staff will be on hand to answer enquiries and to get the best value results from existing equipment.

Roy Gollop's trawls will be on display around the show and will also be made from IC Nylon and Euroneite of Lymington.

Roy Gollop's netting is hard at work on a 200m wing trawl to go on ex. This type of trawl has been tank-tested by the Fish Authority at Hull and Roy Gollop points out, "before that by the test of fish they have put in at the market."

Net factory makes and is suitable for boats ranging inside the 200-mile limit and the display will include bottom trawls, warps, cod, bobbin, ropes, winches, inflatable buoys, floats and floats. Many more will be available at the show.

The IC range covers from 1,200 hp and Roy

Gary Mitchell — designer of the top-selling Cygnus Marine GRP hull range — will be showing photographs and offering plans of boats in both wood and steel. He specialises in inshore boats up to 60 ft. and boats built to his design in service include the 52-footer *Shepherd Lad* of Grimsby.

More haulers will be exhibited by Howinch of Bridport, Dorset. The firm is planning to bring pot and line haulers with pulleys from 600 to 2,000 lb. including a new plate-mounted 1,000 lb. linehaul for mounting either on the gunwale or a pivoting post. The haulers on show will be completed by net handling blocks and a half-ton, twin-

Firms are exhibiting on a shoestring and the whole tone will be informal. There's no opening ceremony or official tickets. Attendance will be measured in hundreds, rather than thousands, but they will be working fishermen.

Car parking is available near the venue at the Cloverdale Garage, on the eastern edge of Lyme Regis, and there will be refreshments available. Opening times are 10 a.m. to 5 p.m. daily.

Roy Gollop told *Fishing News* on Monday that there is still space for a few more firms to exhibit. He can be contacted on Lyme Regis 3820.

So the show is on the road again in the south-west — and some big names in the area are attending.

Gollop is the main agent. It is expected to have an IC single-boat mid-water trawl for boats in the 150-250 hp range on display.

Another net firm taking part is West Dorset Nets of Bridport, Dorset. The firm offers a range of rigged nets, sheet netting and also fishermen's sunsuits, jumpers, aprons and gloves, etc.

Transatlantic Fishing Systems hopes to show its new fairly low-power net drum for boats up to 40 ft. The firm has two orders for the drums so far. Transatlantic has sold longlines gear to some 650 boats in the two years it has been handling the gear. A working longline system will be on show and there will be demonstrations of the firm's fish smoker.

American-made clips are the basis for the firm's system which is claimed to be suitable for hand hauling 200 or 300 hooks right up to hydraulic outfits for 25,000 hooks.

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Pairing — by a skipper

PUBLICATIONS

IN pair-trawling, so that quite lightly powered boats can tow a sizeable net. With this method, too, extra headline weight is obtained which is useful when going after herring and hake, as well as cod.

The long warps act in a similar way to seine net ropes in guiding fish to the mouth of the net.

With fuel prices rising, the success of small pair-trawlers has attracted the attention of deeper trawler owners who have noticed the grossing of these boats in comparison with their own craft which have higher operating costs.

Working shorter trips, the pair-trawlers bring back their fish in prime condition so that it tops the market.

The technique requires learning just having the right

gear is not a guarantee of success, but the rewards are worth the effort and application.

David Thomson has provided all the necessary information within the covers of a single book in an easily understood manner (given a reader with a good basic knowledge of fishing). The many photographs, drawings and diagrams complement the text, so this book is a must for anybody considering this mode of fishing.

Pair-trawling is also described in detail and so is purse-seining and ring netting, together with mid-water pair-trawling.

A lot of time is lost in the process of getting the catch on board, and Mr. Thomson

describes how a small fleet system can be worked by several vessels.

In this way the boat not actually hauling can then join up with another boat and make a further set of the gear, instead of having to wait for his partner boat to finish.

This system is very important when fishing is only possible during certain times — the hours of darkness, for instance, as with herring.

A number of skippers describe trips, giving details of gear and operations. This book, studied carefully, contains all the aspiring pair-fisherman would need to know, in home waters and in the variants as practised by foreigners.

Considering the living to be made by the successful pair-fishing team, this book is a good investment.

Pair Trawling and Purse Seining by David Thomson is published by Fishing News (Books) Ltd. at £12.

Spencer-Carter had to give the Aberdeen "Catch '78" show earlier this month a miss at the last minute due to pressure of work, but director Steve Cartor told *Fishing News* the firm will be coming to Lyme Regis.

More haulers will be exhibited by Howinch of Bridport, Dorset. The firm is planning to bring pot and line haulers with pulleys from 600 to 2,000 lb. including a new plate-mounted 1,000 lb. linehaul for mounting either on the gunwale or a pivoting post. The haulers on show will be completed by net handling blocks and a half-ton, twin-

Two instructors from the White Fish Authority's trawl test flume tank at Hull will be available to discuss fishing gear and give details of the courses the White Fish Authority organises specially for inshore fishermen. Two Gollop wing trawls, the 8 fm. and the 12 fm. have been tested in the WFA's flume tank.

Fishing News International (75p monthly) takes a broad look at the world fishing scene and has recently changed from a magazine to a tabloid newspaper.

Lister, the diesel engine firm, is being represented by the Exeter company Saville Tractors which is responsible for spare parts and service. The firm expects to have a service van at the show and cut-away marine engines available for local inshore boats for inspection.

Finally, Cloverdale Garage is getting in on the act by offering discounts on new cars in the Leyland range during the four-day show run.

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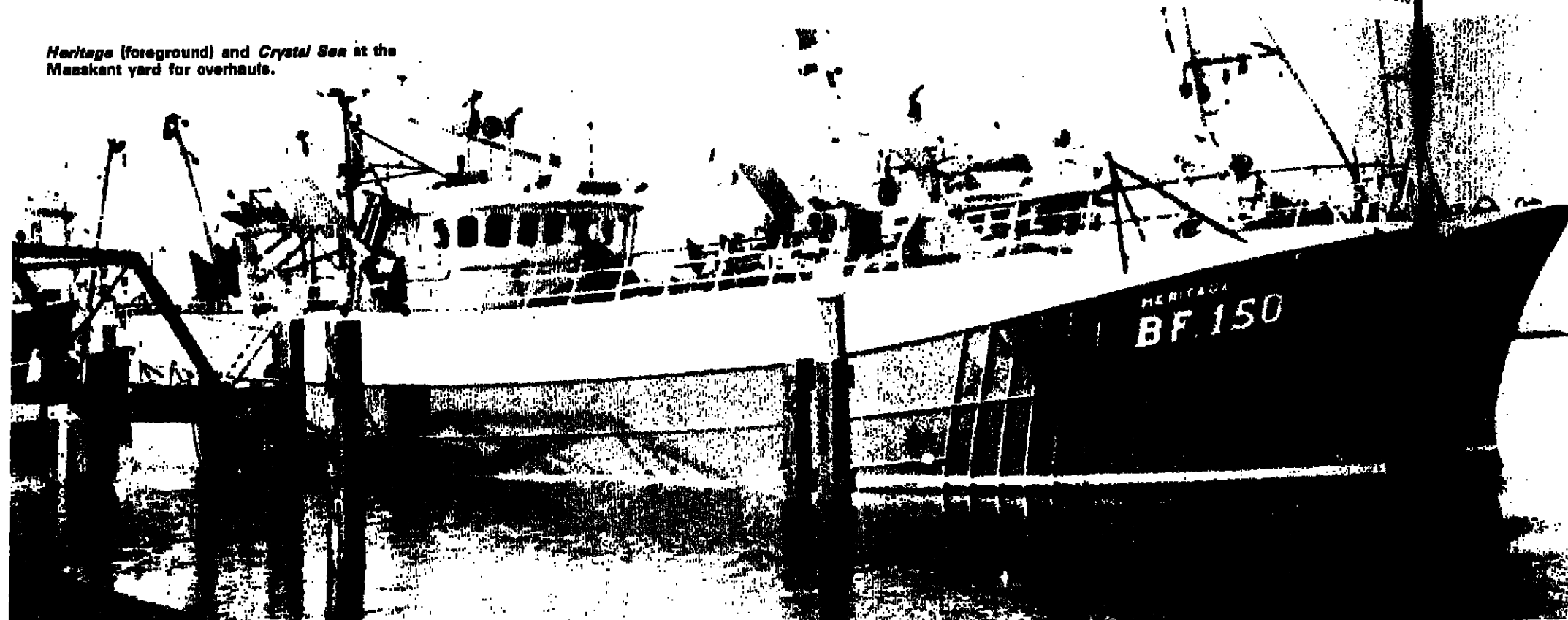
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Heritage (foreground) and *Crystal Sea* at the Maaskant yard for overhauls.



MALLAIG BOAT FITS SHELTER

THE MAASKANT yard does a lot of work for British fishing boat owners. In the yard earlier this month were the Scottish boats *Silvery Sea* and *Crystal Sea*.

These two vessels are owned by Manson of Mallaig and have returned to Holland where they were built for repairs and overhauls. *Crystal Sea* is being fitted with shelters on each side of the wheelhouse.

Comrade, the ex-Tait family boat now owned by Alex Wiseman, recently underwent repairs at the yard after a season mackerel fishing in the south-west. Her hull plating was badly dented when lying alongside the Eastern bloc ships when discharging her catch.

Heritage was originally built by Maaskant and returned to the yard to have a bigger net bin fitted and for an overhaul. This vessel is owned by Alex West and partners.

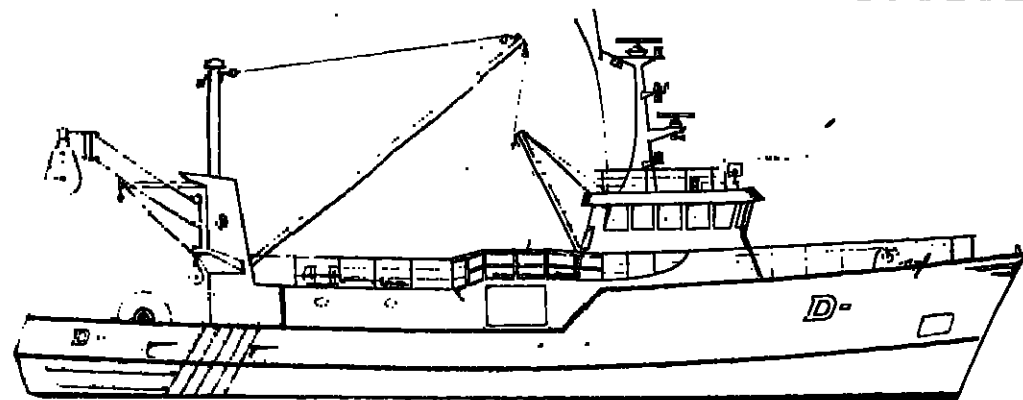
Another vessel to be overhauled at Maaskant was *Courage*, owned by George West. This work was carried out after the hull had been lengthened and refrigeration equipment fitted.



Big refit for 'Azalea'

The Shetland purser *Azalea* is now 23 ft. longer than when she was built in 1971. She is seen (above) at Hakvoort for her third stretch and (below) a close-up of the new mid-ship section. She has been extensively re-equipped.

They're all going into the water



Left and below: BIM's Killybegs yard will be fitting out this 88ft. 3in. steel hull from the Hakvoort yard.

Hulls aimed at Ireland

THE FIRST of what should be a series of stern trawlers for Ireland is under construction in a Dutch shipyard.

The Hakvoort yard in Monnickendam is to build the hulls which will then be towed to the BIM yard at Killybegs for fitting out.

The vessels are of a standard design produced by the yard and two versions are available. Both have the same basic hull layout, with the engine compartment aft and the fish hold amidships. The alternative comes in the deck arrangement.

In one version a conventional open aft deck is laid out, while the other has a shelterdeck extending over all but the aft section of the aft deck.

Steelwork for the hull is cut by computer-controlled cutters, as are the frames and hull plating.

This work is carried out by a sub-contractor so that, when the steelwork is delivered to the yard, only assembly is required. All the information for steelwork sizes is stored on tapes.

The hull is of conventional round-bilge type with a transom stern and the raised forecastle provides

comfortable accommodation on two levels. Overall length is 27.2 m.; beam, 7.30 m.; and depth, 3.70 m.

The first vessel under construction is for Frank Docherty of Burtonport and will be fitted with Stork diesel rated at 950 hp. Brattvåg split winches will be fitted at the forward and of the main deck and a

similar make of net drum will be mounted aft, on the port side. The twin engine exhaust stacks aft will act as galleys, and the starboard block and crane on it.

Hakvoort is also preparing designs for smaller stern trawlers which it hopes will be ordered by Irish fishermen.



'Andra Tait' almost on her way

THE SECOND of the two large purse seiners ordered by the Tait family of Fraserburgh is now nearing completion in the Dutch Maaskant yard.

The first purser — *Tait* — was

built in Norway by Karmoy and both are to a design produced by Ulaetun.

The next 137ft. by 30ft. ship (pictured in *Fishing News*, June 18) is fitted with six refrigerated brine tanks which have a total capacity of 500 tonnes.

The main engine is a 1,500 hp Wichmann diesel driving a four-bladed propeller and a Karmoy gearbox is fitted to the front of the engine to drive the auxiliaries.

Two Decca radars are installed in the wheelhouse — the

914 and 110 models — and three sonars. These are by Wesmar, C-Tech and Elac.

The new vessel, named *Andra Tait*, has cost in the region of £1.5m. and will be skippered by Willie Tait when she goes into commission shortly.



PURSER 'STITCHED' AGAIN

TWO DUTCH yards which have combined to make a speciality of lengthening boats to fit refrigerated sea water tanks are Voorit of Zandam and Maaskant in Stellendam.

Voorit undertakes most of the steelwork and then the boats are towed to Stellendam for fitting out.

Voorit has been involved in the lengthening and conversion of over 50 Dutch, Danish and British fishing vessels.

Four British vessels are currently being lengthened in Dutch yards. Voorit is working on three and the fourth is being lengthened for a second time by Hakvoort at Monnickendam.

This vessel, *Azalea* operated by Skipper J. Simpson of Whalesy, Shetland, has

been at the yard for several months and is now nearing the end of a re-engining and major re-fit, in addition to being lengthened.

Azalea is now fitted with a 1,000 hp Blackstone diesel in place of the original 686 hp Caterpillar. This engine mates with a new Liebert gearbox and the propeller has been fitted in a nozzle.

A new 110 hp diesel has been added to supply electrical power for the Frøyt refrigeration unit which cools the tanks.

Azalea was 87 ft. long when built by Hakvoort in 1971. In 1974 she was lengthened to 100 ft. and, now, the latest addition brings her up to 113 ft. She is fitted with six RSW tanks in place of the original three.

Two more Scottish boats being converted by Voorit are *Julianne* and *Convolvulus* which were built at the yard.

Julianne is being lengthened by 7.8 m. to 33 m. and *Convolvulus* by 4.5 m. to 33 m., but their tonnage is also being greatly increased by the addition of shelterdecks which, in turn, will be the new main tanks to be installed.

which remains below deck and the trawl taken up to the space below the bow.

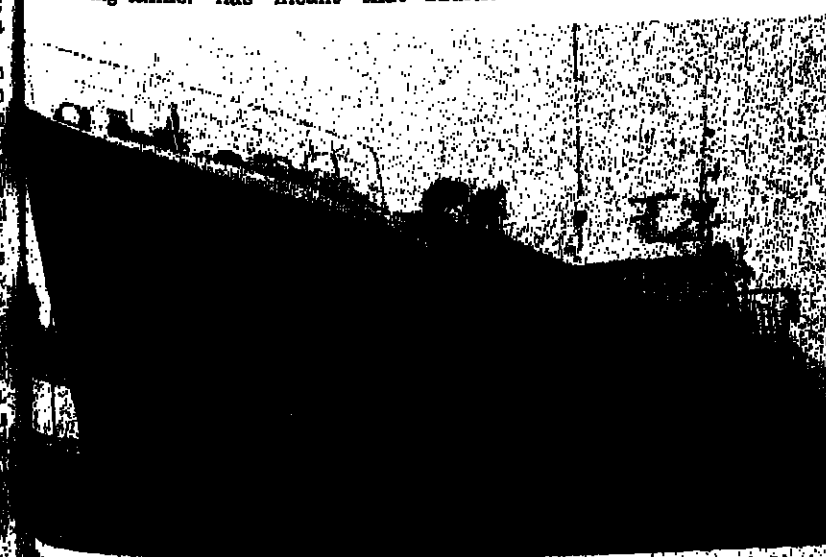
The wheelhouse has been raised one m. to give good visibility over the bow and it has also been lengthened by one m.

The third vessel being converted at Voorit is *Flowing Tide*. This vessel was built in the UK and her hull design has meant that additional

buoyancy has had to be added to the hull to compensate for the weight of the RSW tanks. This has been accomplished by adding a wide steel plate below the bar keel and filling in the sides.

Some 6 m. has been added to the length of *Flowing Tide* and she is being fitted with three RSW tanks. An additional space has been incorporated into the hull to allow for refrigeration machinery.

The third vessel being converted at Voorit is *Flowing Tide*. This vessel was built in the UK and her hull design has meant that additional



Deck being fitted to *Convolvulus* connects the wheelhouse and whaleback.

Home boats dominate trawler race



THE 'Italian job' pulled it off in the Brixham trawler race last Saturday to put a new name on the Fishing News trophy for the crabber class.

After a recent refit with a Fiat 135bhp engine, the 37ft. Salcombe-based crabber *Westward Girl* broke a two year grip on the crabber cup by the Brixham-registered *Silver Spray*.

Among the big boys, a Belgian ABC engine and a Dorman unit powered Brixham trawlers to wins in the two main groups.

Home first in Group I was *Vera* under Skipper Chris Boyce and *Thalassa* with Skipper Bob Brown headed Group II.

A field of 54 vessels came to the start line for a race which provided some exciting moments.

Visitors down for the race were entertained in true 'Navy style' aboard the fisheries protection vessel *HMS Pollington*, which put in a courtesy call.

On board was the chief of fisheries protection, Capt. P. Dingemans, who was looking remarkably relaxed for a man who will have to deal with Minister John Silkin's expected new conservation measures.

The skippers of both Brixham boats went away loaded down with trophies and prizes and can look forward to holidays in Spain, by courtesy of Pontin's Holiday Camp.

Skipper Chris Boyce of *Vera* was quick to put his win down to the performance of his 220 hp four-cylinder ABC engine. "We had her at full speed on the throttle — 600rpm — all the way round and she never faltered", he said.

The engine has been in the vessel since 1956.

Vera's owner, Brian Mudge, took up the story: "We have been very happy with this engine. Last year we put in new pistons and liners and she has performed like new. Engineer Frank Bowles and his son at Brixham have always given us a good service and ABC have always delivered the few spares we have wanted quickly."

Test

For the crabber-class winner *Westward Girl*, it was first time out in the race and a good test for her new Fiat engine supplied by Winton Marine of Salcombe. Richard Baylay, who was on board with his partner Fred Inch, had some racing experience to call on. He had taken part in the last sailing trawler race with *Provident*, back in 1956.

The little Fiat engine was pushed at around 2700 rpm on the propeller for most of the race.

Brian Baylay was surprised by how exciting the race could be. "I expected to be bored, but I found that I had to concentrate hard to keep the boat on a straight line," he said.

An ironic touch was provided when the Brixham boat *Our Adriatic* won the best working boat award presented by Brixham & Torbay Fish Ltd.

Her skipper Stan French was the centre of a storm with the DWT last year after she failed the new survey regulation... a fight that he won.

GULL MAREN

FOLLOWING a story in *Fishing News* (June 9) concerning the loss of Alan Ellery from the Weymouth trawler, *Gull Maren*, it has been pointed out that he was a passenger aboard the vessel and not a crew member, as reported.

Some doubts were also expressed in the article about the future of this boat. We have now been assured that the vessel is in "good shape" and will continue fishing. We apologise for any embarrassment this report may have caused.

Last chance

APPLICATIONS for the 1979-80 FEODA grant scheme must be in by August 31.

Waid Morgan and Associates at Dundee, a firm which specialises in applications, reports that demands for grants from the British fishing industry have been heavy. There is still just time for late applications.



No guesses about where the crew of *Anette Mary* were going after the race.

FAROE SHIP'S SISTER

CAMPBELLTOWN Shipyard has launched the second of four 87ft. steel stern trawlers ordered by Faroese fishermen.

The vessel was named *Fram* — Faroese for Onward — by Marianna Poulsen, wife of Gert Poulsen, part owner of the vessel, on Monday.

The vessel's skipper Henry Christopher and his son Thomas, both in the partnership, were also at the launching.

Fram is similar to the first Faroese vessel *Point*, Campbelltown, Argyll, a year ago and now fishing very successfully out of Torshavn.

She has an extended fore'dle which provides a large sheltered deck for handling

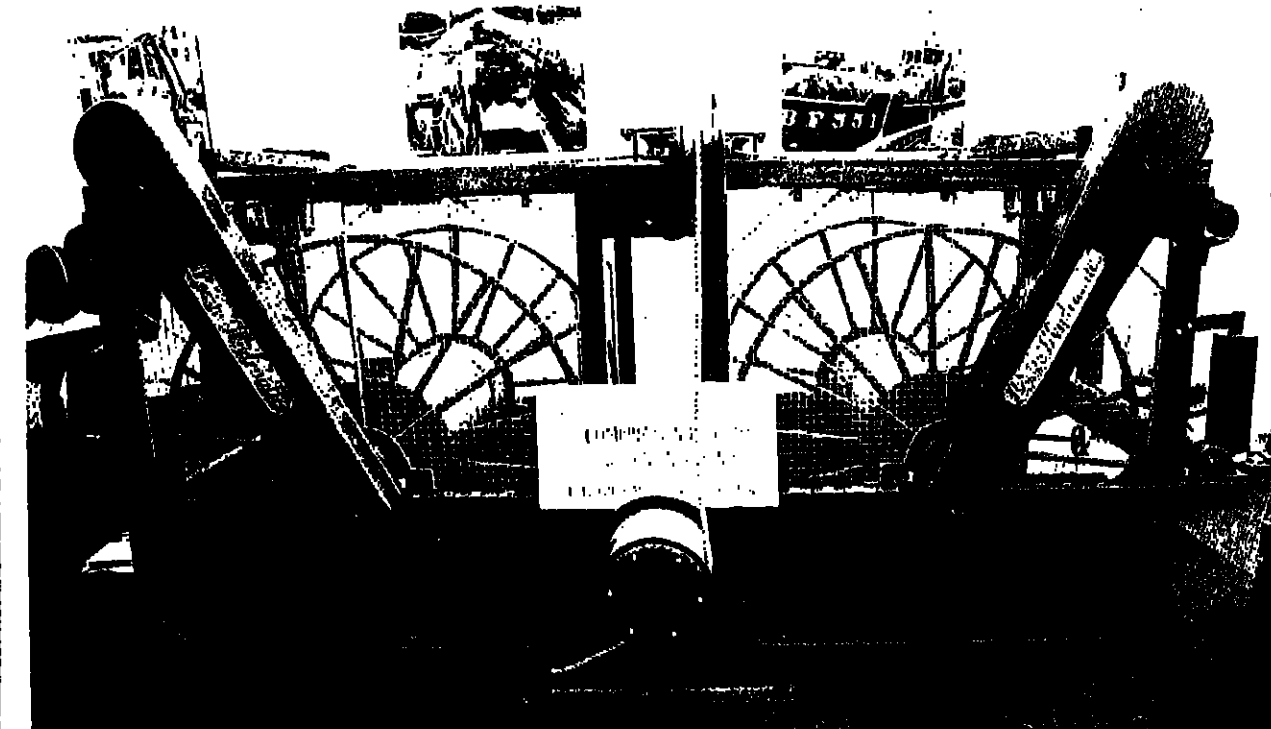
nets and gutting the catch, and incorporates accommodation consisting of a skipper's cabin, three two-man crew cabins and galley/messroom.

Below deck she has an insulated fishroom of more than 150 cubic metres capacity.

Fram is powered by a Mirreless Blackstone ESLS main engine, developing 685 hp at 700 rpm, and she has two Lister HR78 auxiliary engines.

She is fitted with gearbox, sterngear and controllable-pitch propeller by Lister and Kort nozzle.

Electronic equipment includes Furuno radar, Simrad echo sounders, fish-finder, Loran C, Sailor radio telephone and VHF sets. A Sperry gyro compass and Ben Loe also fitted.



Lossie Hydraulics new combination of rope reels and seine net winch.

Combi reels and winch

A NEW combination of rope reels and seine net winch was seen on the Lossie Hydraulics stand. This unit has been designed in conjunction with Skipper Jim Howard and will be fitted to his vessel *Esme*.

Suitable for either fly-dragging or anchor seining, the space-saving unit has the two winch barrels working independently of each other. The unit for *Esme* has a capacity on each reel for 24 coils of 2 1/2 in. rope, so that the ropes can be turned by running the 12 coils off one reel and on to the other before shooting.

Each reel has a pull of more than two tons; the winch barrels work independently of one another and are fully reversible.

Controls are sited in the wheelhouse and the hydraulic system for the unit utilises a Sundstrand variable delivery pump and Carron motors.

As the guiding-on gear for the reels is positioned at the top of the unit, the rope does not need to run across the deck once it has been heaved by the winch barrels.

Skipper Howard told *Fishing News* that the unit was being fitted to *Esme* as part of a general overhaul and refit.

A spokesman for Lossie said there had been a terrific amount of interest in the unit, which can be supplied in various sizes to suit vessels from 40 ft. upwards; it can also be arranged into two separate units to suit individual deck layouts.

DESIGN BOOM

MAKING a big mark on fishing boat design is a small firm based at Arbroath. At the show Napier Co. was dealing with a flow of inquiries.

Business has tripled in the past year and the firm is recognised internationally as a leading designer of fishing vessels from small open boats to purse seiners and stern trawlers in addition to being a major authority on fishing vessel stability.

The Arbroath yard of Mackay Boatbuilders has just received an order to build a transom sterned wooden hulled seiner-trawler which has been designed by Napier.

With an overall length of 56 ft. she is to be built for Mr. Ruddock from Ayrshire and is a welcome order for the Mackay yard which completed its last vessel about two years ago.

Napier is also involved in the conversion of a Scottish vessel for line fishing.



Above: Hedemora Verkstad's engine, model V8A/1350. The firm has had its first order from Scotland and the engine will go on a new boat being built for Skipper John Scott of Gardenvest.

A veeform unit with a continuous rating of 920 hp at 1,350 rpm, one of its main attractions is its very compact and space-saving design.

Skipper Scott chose the engine after seeing the slightly smaller model V6A aboard the 79 ft. vessel *Congener* which fishes out of North Shields under Skipper Alan Morse.

Congener, built last year at Bideford Shipyard, was the first new fishing vessel in the UK to be powered by a Hedemora unit.

UK agent for Hedemora is A. Johnson and Co. (London) Ltd. which also has an office in Glasgow.

The gearbox and propeller for Skipper Scott's vessel was shown by the Hampshire-based company of European Marine and Machinery Agencies.

These units consist of a Reintjes 4.5:1 reduction gearbox (type WAL800) coupled to a Berg 480 D/3 controllable pitch 2,000 mm. dia. propeller.

Reintjes has been building gearboxes for 50 years and is already well established in the UK, while the Berg propeller will be the first fitted to a new fishing vessel built in Scotland.

Swedish engine for Scotland

CELEBRATING its first order from Scotland, the Swedish engine firm Hedemora Verkstad brought the unit to Aberdeen for display.

This engine, model V8A/1350, has been ordered for an 85 ft. wooden vessel being built by the Sandhaven

PURSER POWER FROM NORWAY

FIRST GLIMPSE of another purse seiner for Scotland was seen on the West Norway Shipbuilders' Association stand.

A model of *Lunar Bow*, which is nearing completion at the Flekkefjord yard of Bjørn Iversen for the Buchan family of Peterhead, aroused a lot of interest.

Scheduled for delivery in July, *Lunar Bow* is the fourth purser built by Iversen for Alex John Buchan and his three sons William, Alex and John.

Details were also available of the 90 ft. purser/trawler being built by Vaagland Batbyggeri for Frank and Donald McAllinden of Northern Ireland.

Scheduled for delivery early next year, she will have a beam of about 26 ft. and moulded depth to shelterdeck of 21 ft.

Propulsion will be provided by a Mirreless Blackstone ESLS engine developing 915 hp at 750 rpm to drive a Liaanen controllable pitch propeller.

Two Volvo TDM 100 auxiliary engines will be coupled to 220 V generators.

Main winches will be by Hydraulik Bratvaag and the type DM4185 split trawl winches will be fitted with the Bratvaag 1000 system to give a three degrees of automatic control to the trawling operation.

Other equipment is to include Triplex net winch and transport rollers, Karmoy fish pump and Simrad fish-finding units. Her refrigerated seawater tanks will be cooled by plant from Kvaerner Kilde.

Vaagland Batbyggeri was also the builder of the McAllinden's first purse seiner, *Quo Vadis*, which has now been sold.



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Published by Arthur J. Helghway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Trade Web Offset Limited, Hanger Gate Estate, Hanger, Derbyshire. Tel: 07737 6733